

Commercial.

THIS DAY:

Nor. Banks are slightly weaker this morning and have changed hands at 100 premium, a point less than yesterday's quotation, but buyers rule the market at the rate. Union Insurances have been done at 620 per share and are still in request at that figure. China Sugars have dropped to 140 and are out of favor; there are also sellers at 143 for the end of February. Nothing in other stocks came under our notice.

4 o'clock p.m.

Since noon Banks have been done at 105 premium for the end of November, and Docks at 58 $\frac{1}{2}$ for the end of the present month. The latter stock is now in request at 58 for cash. Other stocks remain as per annexed list.

SHARES.

Hongkong and Shanghai Bank 100 per cent. premium, sales and buyers. Union Insurance Society of Canton—620 per share, sales and buyers. China Traders' Insurance Company—873 per share, buyers. North China Insurance—Ts. 1,400 per share. Canton Insurance Company, Limited—\$105 per share, buyers. Yangtze Insurance Association—Tin 1020 per share, sellers. Chinese Insurance Company—\$215 per share, sellers. On Tai Insurance Company, Limited—Ts. 150 per share. Hongkong Fire Insurance Company—\$352 per share, buyers. China Fire Insurance Company—\$165 per share. Hongkong and Whampoa Dock Company—58 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium, buyers. China and Manila Steam Ship Company—118 per share. Hongkong Gas Company—\$80 per share. Hongkong Hotel Company—\$150 per share, buyers.

Indo-China Steam Navigation Company, Limited—25 per cent. dis. sellers.

China Sugar Refining Company, Limited—\$140 per share, sellers.

China Sugar Refining Company (Debentures)—2 per cent. premium.

Luson Sugar Refining Company, Limited—\$77 per share, sellers.

Hongkong Icc Company—\$155 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share, buyers.

Chinese Imperial Loan of 1878—18 per cent. prem. ex. int.

EXCHANGE.

IN LONDON—Bank, T. T. 3/4 Bank Bills, at demand 3/8 Bank Bills, at 30 days' sight 3/8 Bank Bills, at 4 months' sight 3/8 Documentary Bills, at 4 months' 3/8 3/81 or 3/9

IN BOMBAY—Bank, T. T. 4/70 Credit, at 4 months' sight 4/80

ON CALCUTTA—Bank, T. T. 22/4 On Demand 22/4

ON SHANAHAT—Bank, sight 7/2 Private, 30 days' sight 7/3

Shipping.

ARRIVALS.

PIERREAU, British steamer, 1,658, P. J. Brown, 12th October—Shanghai 6th October, and Foochow, General—Butterfield & Swire.

LUTIN, French gunboat, 4 guns, Commander Rouvier, 12th October—from Canton.

LEE-YUEN, Chinese steamer, 734, P. Barfoot, 12th October—Newchwang and Chefoo 6th October, Beans and General—C. M. S. N. Co.

ZAMBESI, British steamer, 1,540, L. H. Moule, 12th October—Yokohama 3rd Oct., Beans and General—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

TETSAN, British bark, for Singapore.

HUAI-YUN, Chinese steamer, for Shanghai.

KUMAMOTO MARU, Japanese str., for Nagasaki.

DEPARTURES.

October 12, HATHAN, British steamer, for Hoitow and Haiphong.

October 12, DON JUAN, British str., for Amoy and Manila.

October 12, NAMOA, British steamer, for Swatow, &c.

October 12, C. T. HOKE, British steamer, for Saigon.

October 12, KOHILIA, British str., for Shanghai.

October 12, HUAI-YUN, Chinese steamer, for Shanghai.

October 12, KUMAMOTO MARU, Japanese str., for Nagasaki, &c.

PASSENGERS—ARRIVED.

Per PATROCLUS, str., from Shanghai, &c.—55 Chinese.

Per LEE-YUEN, str., from Newchwang, &c.—5 Chinese.

Per ZAMBESI, str., from Yokohama—25 Europeans, and 2 Chinese.

DEPARTED.

Per HUAI-YUN, str., for Shanghai—5 Europeans and 100 Chinese.

NEWCHWANG SHIPPING.

September ARRIVALS.

2, RACHEL, British bark, from Amoy.

2, TEKLI, British bark, from Hongkong.

2, FAUGH BALAUGH, German 3-m. sch., from Amoy.

2, ALWINE, German steamer, from Tientsin.

3, CHINTUNG, Chinese steamer, from Chefoo.

4, WM. MANSION, British bark, from HKong.

5, MEI-FOO, Chinese steamer, from Chefoo.

5, MILTON, Norwegian bark, from Amoy.

8, TAMSUI, British steamer, from Shanghai.

9, SWATOW, British steamer, from Shanghai.

11, LIVINGSTONE, British bark, from Chefoo.

11, CHATEAUBRIAND, British bark, from Amoy.

11, FREDRICK, German schooner, from Amoy.

12, BOTHWELL CASTLE, Brig bark, from HKong.

15, HERMINE, German bark, from Taiwan-fou.

17, LUSITANIA, German str., from Shanghai.

20, ANDIC, German bark, from Swatow.

21, PRINCIPIA, French bark, from Tientsin.

22, GEORGE BRON, Ger. bark, from Shanghai.

September DEPARTURES.

3, THERESA, German bark, for Amoy.

4, ALWINE, German steamer, for Hongkong.

5, HILDA-MARIA, German bark, for Amoy.

7, MERIDIAN, Siamese bark, for Amoy.

7, TEKLI, British bark for Hongkong.

7, FAUGH BALAUGH, German sch., for Amoy.

8, MAGENTA, British schooner, for Chefoo.

8, CHINTUNG, Chinese steamer, for Chefoo.

8, OCIDENT, British bark for Foothow.

11, RODERIC HAY, British bark, for Amoy.

11, RACHEL, British bark, for Amoy.

11, MILTON, Norwegian bark, for Amoy.

11, SWATOW, British steamer, for Chefoo.

12, MEI-FOO, Chinese steamer, for Chefoo.

13, TAMSUI, British steamer, for Chefoo.

15, WM. MANSION, British bark, for Hongkong.

15, FREDRICK, German schooner, for Amoy.

19, LIVINGSTONE, British bark, for Hongkong.

20, CHATEAUBRIAND, British bark, for Amoy.

23, LUSITANIA, German steamer, for Chefoo.

Post Office.

MAIL WILL CLOSE

Por HOIHOW and HAIPHONG.—Per Saltee, to morrow, the 13th instant, at 5 P.M.

For SWATOW, SINGAPORE, and BANGKOK.—Per Talchow, to-morrow, the 13th instant, at 5 P.M.

For STRAITS and BOMBAY.—Per Gelong, on Monday, the 15th instant, at 4:30 P.M.

For MANILA.—Per FORTE JUAN, on Monday, the 15th instant, at 4:30 P.M.

For STRAITS and CALCUTTA.—Per Lennox and Japan, on Tuesday, the 16th instant, at 2:30 P.M.

For SWATOW, AMYOY, and FOOCHEW.—Per Kwang-tung, on Tuesday, the 16th instant, at 5 P.M.

For NAGASAKI, HIAGO, and YOKOHAMA.—Per Zambezi, on Wednesday, the 17th instant, at 11 A.M.

For PORT DARWIN, THURSDAY ISLAND, COOTOWNS, TOWNVILLE, BRISBANE, SYDNEY, MELBOURNE, &c., &c., &c.—Per Forte Juan, on Thursday, the 18th instant, at 3:30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the Hongkong Directory and Hong List for the Far East for 1883, which super-sedes all previous editions.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF PEKING" will be despatched To-morrow, the 13th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:

At 2:15 P.M. Registry closes.

At 4:30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra. Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "DECAN" will be despatched on TUESDAY, the 16th instant, with Mails for the United Kingdom, Europe, and countries beyond, via BRITAIN, to the Straits Settlements, BATAVIA, BURMAH, Ceylon, India, AFRICA, MADA, and GIBRALTAR.

N.B.—This Packet carries no Mails for the Australian Colonies.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AZAMONE" will be despatched on TUESDAY, the 23rd instant, with Mails for the United Kingdom, Europe, and places beyond, via NAPLES, to SAIGON, CHINA, and MADRAS; the Australasian Colonies, AFRICA, EGYPT, MADA, and GIBRALTAR.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:

DAY OF DEPARTURE.

NOON.—Registry of Letters ceases. Posting of all printed matter and pattern cases.

1:00 P.M.—Mails closed, except for Late Letters.

1:30 P.M.—Letters may be posted with late fee of 10 cents until

2:00 P.M.—when the Post Office closes entirely.

2:30 P.M.—Late Letters may be posted on board the packets with late fee of 10 cents until time of departure.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 268, Revebeck, 23rd Sept., Hongkong 21st September, General—

C. M. S. N. CO.—Kowloon Dock.

CATTERHURN, British steamer, 1,480, F. Bin-

stead, 3rd October.—Sydney 10th Sept., and

Port Darwin 23rd, General—Gibb, Living-

ton & Co.

CITY OF PEKING, American steamer, 3,120, G. G.

Berry, 1st October.—San Francisco 4th Sept.,

and Yokohama 26th, Mails and General—

P. M. S. N. Co.

ELECTRA, German steamer, 1,162, E. Kaler, 10th

October.—Nagasaki 4th October, General—

Siemens & Co.

EMY, Spanish steamer, 410, Remerencia, 30th

June.—Calcutta 27th June, General—Remer-

encia & Co.—Kowloon Dock.

FAME, British steamer, 117 (Spanop)—Hong-

kong and Whampoa Dock Co.

FUSHUN, British steamer, 1,504, R. M. Andrews,

10th October.—Glasgow 16th August, and

Singapore 4th October, General—C. M.

S. N. Co.

GELONG, British steamer, 1,139, P. W. Case,

3rd October.—Bombay 14th Sept., General—

PROPOSED BRISTOL CHANNEL OBSERVATORY.

YOKOHAMA.

It is proposed to establish a permanent meteorological observatory for the Bristol Channel. Mr. E. J. Lowe, F.R.S., who, for the last 40 years, has carried on a regular series of meteorological observations at Highfield, near Nottingham, has recently purchased the Shirenewton estate, near Chepstow; and being convinced of the real importance of establishing an observatory which may be carried on through future years without interruption, he has generously offered to present the whole of his valuable collection of meteorological instruments, together with his books and papers, towards the establishment of such a permanent observatory, for which he also offers to give the site, together with such stone and lime as may be required for the erection of the necessary buildings, provided a sufficient sum can be raised in the district to build the same, and to provide small endowments towards the maintenance of a limited staff of assistants, who would, in the first instance, be under his gratuitous guidance and supervision. Previous to making this offer publicly known, Mr. Lowe conferred with the Meteorological Department of the Treasury, by whom Mr. Scott, F.R.S. (the Director of the Department), was sent down, and his report was in every way most favourable, both as to the great utility and importance of the scheme, and also as to the admirable site which Mr. Lowe proposed to offer. In the present transition state of the study of meteorology towards an exact science, it is all important to establish some one or more permanent observatories where the barometrical and other waves may be carefully watched, especially the Atlantic waves, when they first reach the shore, and before they become more or less disguised by moving across Great Britain; for it becomes a question of importance how far the various conditions of such atmospheric waves become changed after passing across the Atlantic, during their transit over an unbroken expanse of water. A more perfect knowledge of the weather on either side of the Atlantic would soon lead to a vast increase in our insight into the effects produced in the waves of air moving from the Equator towards the Pole, or vice versa. A more exact knowledge of these phenomena must be of infinite benefit to mankind in general, and to those engaged in maritime service. In particular, by tending greatly to diminish the loss of lives and of ships. The laws of meteorology are far more stable than is generally supposed, and, no doubt, owe their origin to cosmical causes outside this world. That the various phenomena are in a cycle, to be repeated again and again, must now be sufficiently obvious. The known fact that solar spots are in cycles, that the Aurora Borealis displays are more frequent at certain periods of the cycles, and that all these phenomena seem to obey the same law, and to be ruled by the magnetic cycle, are facts that must seem to point out that we are approaching that time when the laws of meteorology may be understood, and when we shall encounter no great atmospheric disturbance without a previous knowledge of it. The Governments of America and France have seen the necessity of this, and are devoting large sums of money to attain the object in question. In a country like England, where so much private wealth abounds, almost all important undertakings owe their origin to individual and corporate munificence rather than to the State; and until great discoveries are made, and their national importance recognized, the Government can hardly be expected to offer it material aid. Besides closely watching and accurately observing the various atmospheric changes that take place from time to time, there requires an almost inconceivable amount of careful uninterrupted work to thoroughly understand the laws of meteorology. England does not at present possess such an observatory as is proposed to be established, and it would be a great honour to any locality to boast of the first permanent station, the value of which cannot fail to be understood. The time is not far distant when observatories will be recognized to be as essential as our hospitals and other institutions. Meteorology is so intimately connected with health, navigation, and agriculture, that a joint study must prove of mutual benefit. If such an observatory were once established, there could be little doubt of its ultimate success financially. Donations and bequests from scientific persons would follow as a matter of course, and so soon as the general practical utility became recognized, the philanthropists would contribute as fully to the maintenance as to such other institutions which have already been shown to be a benefit to the community at large. The report of Mr. Scott proves that the advantages of such an institution would be great, far greater indeed, than the exertions required in order to establish it. The establishment of an observatory in this part of Great Britain is most desirable, and urgently needed, while the particular site selected is second to none, having an extended and unbroken prospect scarcely equalled in the United Kingdom. The Bristol Docks Committee and the Bristol Incorporated Chamber of Commerce and Shipping have passed resolutions in favour of the proposal, while the Meteorological Council of Her Majesty's Government have sent the following letters:

"Shrewsbury Hall, July 8, 1880.

"My dear Mr. Lowe.—The Meteorological Council, on receipt of your letter asking for their opinion as to your project of establishing a permanent observatory for the purpose of meteorological observations in the Bristol Channel, I have gone over the plan with you to-day, and I have no hesitation in saying that for the purpose of meteorological observations it offers very great advantages. The experience of the meteorological station established here, if well managed, and meteorological stations were established here, the climate would rain greatly. If such a station were in existence, similar to the Bidston observatory in connection with the Marine Dock, and the like, it would be of great service to the shipping to establish it in connection with those of other climatological stations, and to have the station inspected regularly."

"Yours very truly,

"R. H. Scott, Sec. Meteorological Council."

Meteorological Office, 116, Victoria-street, S.W.

"December 9, 1880.

"Sir, I am requested by the Meteorological Council to inform you that the new station with its apparatus and instruments for the permanent meteorological observatory of the first class is now in operation with the ports of the Bristol Channel. The site is proposed by you has been inspected by Mr. Lowe, and it is of great advantage."

"The observatory should be established, the Council would be glad to advise as to its equipment, and as the observations received from it would be highly useful to the world, the Council would be glad to receive any information from you if made in accordance with the system adopted by the office, and would undertake to have it regularly inspected."

"I remain, Sir, your obedient servant,

"Henry J. Scott, Chairman of the Meteorological Council."

To E. J. Lowe, Esq., F.R.S.

Letters approving the establishment of the observatory have also been received from the Duke of Beaufort, the Earl of Derby, Sir G. B. Airy, F.R.S. (late Astronomer Royal), Sir Joseph Hooker, F.R.S., Director of the Royal Gardens, Kew; Mr. Christopher Thomas, Professor of Thomson, Dr. Burder, Mr. Henry Taylor (ex-Mayor of Bristol), Alderman Edwards, Mr. W. F. Denning, F.R.S., Mr. Thomas Howard (engineer of the Bristol Docks), and others. —
T. R.

MAILS EXPECTED

THE AMERICAN MAIL.

The O. & O. S. Co.'s steamer *Arahi*, with the next American mail, left Yokohama on the 9th instant, for this port, and is due here on the 15th.

THE INDIAN MAIL.

The direct steamer with the next Indian mail, left Calcutta on the morning of the 7th instant, and may be expected here on the 23rd.

A VESSEL OF GREAT SPEED.

We translate the following from "Le Petit Magasin":

A learned Genevee Doctor, M. Raoul Pictet, has for over a year given himself up to researches of the greatest interest in order to theoretically and experimentally establish the required design necessary for a vessel of great speed. To-day, the problem which M. Pictet has set for himself is very near its solution; not alone to judge from a work which he has just published in the *Archives des Sciences physiques et naturelles de Genève*, will the theoretical form of this new type of vessel be found, but from experiments made on Geneva Lake with a model vessel, the great worth of this invention will have been confirmed. This is nothing else than a complete revolution in the art of naval construction which is about to take place and which whatever may be the cause, will have emanated from its cradle, not at any one of the great seaports of the world nor at the home of a great maritime power, but in the study of a physician and in the home of a little people in the interior of Europe; the least familiar of all with affairs connected with the sea.

A rumour has it that His Excellency Inouye, Privy Councillor, will be appointed Envoy Extraordinary and Minister Plenipotentiary to America. Chinese troops are still stationed near Seoul, and are said to be better odour than before with the Korean populace.

Baron R. R. Rosen, at present occupying the post of His Imperial Russian Majesty's Charge d'Affairs, in Tokyo, has been gazetted Consul-General at Phillipolis.

According to the *Choya Shimbun* the corpses

of more than one thousand criminals, sentenced to death between 1860 and 1882, were handed over to medical schools for dissection.

Memorials are said to have been addressed by

the Japanese merchants of Yokohama praying

for some Government measures that will steady

the rate of exchange of silver and kinsatsu.

It is reported in the *Mainichi Shimbun* that

the draft of the Commercial Code is completed,

but that the law will not come into operation

before the commencement of 1885.

Three trading companies are reported to have

been organized in Korea by members of the

Government and distinguished citizens of high

rank.

According to vernacular papers the police of

Osaka are vigilant in their efforts to bring to

justice Chinamen, there resident, who are thought

to be in the habit of kidnapping Japanese girls

for sale in other countries.

The *Vigilant*, paddle despatch-boat, Lieutenant Maxwell, arrived here yesterday,

the 1st inst., from Kobe, and the *Sapphire* 12,

screw corvette, Captain Fullerton, arrived this

morning, from Hakodate, and at eight o'clock

saluted the port and the American flagship, which

salutes were duly acknowledged from the Kanaga

Fort and the Richmond.

We understand that His Excellency Sir Harry

Parkes proposes to visit Korea for the purpose

of concluding a treaty with that country. H.M.S.

Sapphire, which arrived in port yesterday

(Oct. 2nd), will proceed at once to Kobe pick up

Mr. W. G. Aston, and thence to Shanghai, where

Sir Harry will embark.—*Japan Mail*.

THE FRENCH AND BRITISH FLEETS IN THE FAR-EAST.

The French naval division at present in Chinese waters consists of the ironclad *Victorine*, 6-in. armour, carrying four 7-ton guns and four 5-ton guns; her horse-power is 3,063, her tonnage 3,445; her complement consists of 373 men. She is supported by *Villars*, cruiser, 6-in. horse-power, fifteen 5-ton guns, 264 men; *Kersaint*, cruiser, 12-in. horse-power, six 5-ton guns, 157 men; *Volta*, cruiser, 250 horse-power, six 5-ton guns, 157 men; *Hamilion*, cruiser, 250 horse-power, six 5-ton guns, 157 men; *Parcival*, despatch-boat, 165 horse-power, four 5-ton guns, 116 men; *Lutin*, gunboat, 100 horse-power, four 5-ton guns, 77 men; *Drac*, despatch-boat, 175 horse-power, four 5-ton guns, 107 men.

The Tongkin naval division comprises three ironclads—*Bayard*, 6-in. armour, four 12-ton guns, 1,087 horse-power, 3,445 tons; *Alatante*, 6-in. armour, six 7-ton guns, six 5-ton guns, 3,445 tons; *Triomphant*, 6-in. armour, four 7-ton guns, four 5-ton guns, 3,063 horse-power, 3,445 tons. These ironclads are supported by two cruisers, the *Tourville* and *Chateaub Renaud*, and two transports, the *Anamita* and *Mytho*, each carrying two guns, with a complement of 312 men.

In addition to the Tongkin naval division

there is a flotilla in Tongkin composed of four

despatch boats, five gunboats, and four sloops.

The despatch boats are—*Pluvier*, despatch-

boat, 100 horse-power, 5 guns, 40 men; *Alouette*, despatch boat, 100 horse-power, 5 guns, 40 men; *Eclair*, despatch boat, screw, 75 horse-power, 2 guns, 30 men; *Trombe*, despatch boat, screw, 75 horse-power, 2 guns, 30 men. The gunboats—*Lynx*, gunboat, 100 horse-power, 4 guns, 77 men; *Vipere*, gunboat, 100 horse-power, 4 guns, 77 men; *Fanfare*, gunboat, 60 horse-power, 2 guns, 60 men; *Léopard*, gunboat, 65 horse-power, 2 guns, 62 men; *Surprise*, gunboat, 60 horse-power, 2 guns, 62 men. The sloops—*Carabine*, sloop, 12 horse-power, 1 gun, 26 men; *Masna*, sloop, 12 horse-power, 2 guns, 26 men; *Varagon*, sloop, 15 horse-power, 2 guns, 26 men; *Hache*, sloop, 15 horse-power, 2 guns, 26 men.

In addition to these, there are two torpedo

launchers, from 80 to 100 horse-power, carrying eight to ten men each. The total force, including some small vessels at Saigon, was said to consist at the time of Rivière's death of thirty vessels, carrying 111 guns, manned by 3,129 men. Since then one ironclad, one gunboat, four gun-sloops, two torpedo boats, and four steam-sloops were sent out to reinforce the French naval division in Tongkin.

The British squadron consists of—*Admirals*

(Vice-Admiral G. Wilkes), double screw iron ship

armour plated, 14 guns, 6,010 tons, 4,830 horse-

power; *Chopart* (Captain N. Hippesley),

screw corvette, steel and iron cast with wood, 14

guns, 2,180 tons, 2,610 horse-power; *Pegasus* (Commander E. Day), screw composite sloop, 6

guns, 1,130 tons, 970 horse-power; *Albatross*

(Commander Hick), composite steam sloop, 4

guns, 940 tons, 840 horse-power; *Vigilant*

(Commander Maxwell), despatch vessel, a

gun, 1,000 tons, 1,320 horse-power; *Curaçao*

(Captain Anstruther), screw corvette, steel and iron cast with wood, 14 guns, 2,380 tons, 2,520 horse-power; *Kastell* (Commander Rotham), double screw composite gun-vessel, 5 guns, 610 tons, 380 horse-power; *Swift* (Commander V. A. Thidell), double screw gun-vessel, 5 guns, 470 tons, 400 horse-power; *Daring* (Commander Elliott), composite screw sloop, 4 guns, 480 tons, 320 horse-power; *Kestrel* (Commander Rotham), double screw composite gun-vessel, 4 guns, 460 tons, 320 horse-power; *Forbush* (Commander J. M. McQuhae), screw composite gun-boat, 4 guns, 455 tons, 470 horse-power; *Champion* (Captain Collins), screw corvette, steel and iron cast with wood, 14 guns, 2,500 tons, 2,600 horse-power; *Cochrane* (Commander Verster), double screw gun-vessel, 4 guns, 450 tons, 470 horse-power; *Flying Fish* (Commander Hobson), screw composite sloop, 4 guns, 360 tons, 320 horse-power; *Fly* (Commander J. Hope), double screw composite gun-vessel, 4 guns, 360 tons, 320 horse-power; *Wager* (Commander Verster), double screw gun-vessel, 4 guns, 360 tons, 320 horse-power; *Waverley* (Commander R. T. Fuller), screw corvette, 12 guns, 1,970 tons, 2,300 horse-power; *Zealous* (Commander Pollard), screw composite gun-vessel, 4 guns, 438 tons, 530 horse-power.

There are also in reserve at Hongkong the

Essex, double screw gun-boat, 3 guns, 1,844 tons,

200 horse-power; *Aspidia*, double screw gun-

vessel, 4 guns, 500 tons, 470 horse-power;

Twiss, double screw gun-boat, 3 guns, 365 tons,

240 horse-power; *Wolverine*, screw gun-

boat, 1,150 tons, 2,150 horse-power; *Terrier*

(Commander J. Hope), screw composite gun-

vessel, 4 guns, 450 tons, 470 horse-power;

Wasp (Commander R. T. Fuller), screw corvette, 12 guns, 2,710 tons,

1,450 horse-power; and the *Woolwich* (Commodore Cuming), receiving ship, 5 guns, 5,167 tons.

MAILS EXPECTED

THE AMERICAN MAIL.

The O. & O. S. Co.'s steamer *Arabik*, with the next American mail, left Yokohama on the 9th instant, for this port, and is due here on the 15th.

THE INDIAN MAIL.

The direct steamer with the next Indian mail, left Calcutta on the morning of the 7th instant, and may be expected here on the 23rd.

A VESSEL OF GREAT SPEED.

We translate the following from "Le Petit Magasin":

A learned Genevee Doctor, M. Raoul Pictet, has for over a year given himself up to researches of the greatest interest in order to theoretically

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES, PERFUMERS,IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS

AERATED WATER.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.HE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 12, 1883.

We are indebted to our plain spoken and independent contemporary the Sydney *Bulletin* for the subjoined article, which is one of the keenest satires on the abuse of power and the reign of humbug and cant we have seen for many a long day. Its perusal will do several of our local Pharisees—who are bound up within the narrow confines of their own self conceit—a world of good. The "able men" at present administering the government of Hongkong can also obtain a few wrinkles which, in view of the coming-by-and-bye, it may be well to take advantage of.

There are Chinese in Victoria, observes our contemporary. They live as Chinamen only can live—raising cabbages, gathering rags, peddling nick-nacks, fossicking deserted diggings, swearing to lies, and cheating one another. Some of the more ambitious put on an occasional spurt, and "scoop" a hen-roost or a clothes-line. Of late, the advanced ones have raised themselves and their nation in public estimation by turning insolvent, with large liabilities and no assets. In one instance, indeed—but this happened in New Zealand, —a representative of the almond-eyed

cleared at a bound the barrier separating Occidental from oriental civilization by appearing as co-respondent in a divorce suit. But it is not with Chinese in the aggregate we have now to deal. Our business is with two heathens who, taking a walk south of the Murray, saw a bridge, and dawdled across it into New South Wales. The way was open, and there was nothing to warn them to keep their own side of the stream. They are now employed on a twelve months' job at pebble-fracturing, just to impress upon them that, wherever the Union Jack flies, men are free to come and go. Let us give one more illustration of the superiority of Australian legislation. A Victorian Chinese lost his way in the bush, and crossed the Murray in his endeavours to find it. The inevitable "bobby"—ever present when a half-drowned Chinaman has to be "run in," over absent when a larrikin is jumping on his mother—was waiting for him, and, having warned him to "button your undther lip," kept a firm grip of the hungry wretch till the watchhouse was reached, when he was made comfortable for the night with a kick and a curse. He, also, got twelve months for endeavouring to save his life by crawling up the wrong side of the river.

Some years ago, the Chinese authorities concluded that the sale of opium was destroying their people. The drug was imported in immense quantities from India, and severe moralists, dainty ladies, enterprising merchants, and high churchmen were battenning on the cursed trade. Then the Chinese Government said—"No more of this; no more of the deadly drug that is emasculating our nation." Foolish Celestials! Will you never understand European progress? Will you never learn that, when the necessity arises for a million to rot in order that a score may revel, why—the million must rot, and that's an end of it. So, great ships and big guineas and trained men were sent to bring this obstinate people to reason. Now, a mud-hovel swarming with inmates always gets the worst of it whom opposed to an eighty-four-pound shot. When a few thousand Orientals had been knocked out of shape, the ports were opened, high English officials were carried in state to interview the Emperor. They told him how the hearts of the British Sovereign and people were sound, and how repugnant to them was war. Then the people at home drank to the health of their brave soldiers

and seamen, ship-loads of missionaries were sent to China. Europeans were permitted to land unmolested, and—the opium trade was renewed. Kule Britannia! We are ruled by the Bible, and the Bible is, as everybody knows, the secret of England's greatness.

TELEGRAMS.

LONDON, October 11th.

FRANCE AND SPAIN.

The French Government having declined to make any further reparation the Spanish Ministry failing to agree upon its future action has resigned.

LOCAL AND GENERAL.

THE French gunboat *Lutin* arrived from Canton this morning.

POUSHKIN, the Russian poet, says St. Petersburg is unsuited for lovers, the nights being too cold in winter and too clear in Summer.

LORD DUFFERIN predicts that before the close of the twentieth century the Dominion of Canada will have a population of 40,000,000 souls. If the United States would increase its population in an equal ratio, it would have 50,000,000 by the end of the twentieth century.

One of those libelling American exchanges contains the following: "The Mexican dollar is worth only ninety cents in Canada, but our ninety-cent dollar passes at par. Our money is worth more because of the picture of the Philadelphia girl which goes with it to every subscriber."

He'd been waltzing with his host's ugly elder daughter, and was in a corner repairing damages. Here he was sniped by his would-be-papa-in-law. "She is the flower of my family, sir," said the latter. "So it seems," answered the young man. "Pity she comes off so, ain't it?" he continued, as he essayed another vigorous rub at the white spots on his coat sleeve.

THE impending troubles between France and China, says a contemporary, have brought to light the fact that the Chinese Government is greatly in need of money. It is stated that the resources of the country have been overtaxed by the Emperor's household expenses.

The Emperor must have a large family and set an expensive table, if his household expenses have overtaxed the resources of a nation of 400,000,000 people.

Was the destruction of the Spanish Armada all in vain? The *Toronto Globe* says: "That respectable quadruped, the British Lion, has already succeeded in working himself into a state of blue funk, concerning the attempted perpetration of the Channel tunnel. The news that the Spaniards propose to run a tunnel under the Straits of Gibraltar, and debouch within the precincts of once-thought impregnable stronghold, will convert the existing state of funk into one of panic."SAVS the *Sydney Bulletin*—The judgment of the Supreme Court in the recent contempt case sounded like the burial-service read over a corpseless coffin. The beginning and middle of it was more solemn than the sentence of death; the end of it was as summy as a death-warrant read out to a shoulder of mutton. All the while, the Chief Justice shovelled fire into the furnace with one hand, and poured hot water into the boiler with the other. And when he came to pronounce the fine, the bottom of the boiler fell out.

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THE *Sydney Bulletin* says that if some latter-day Shakespeare would rewrite the play of "Hamlet," so that swords could be drawn away with and the fighting be done with boxing-gloves, the interest in this play, which is gradually wearing off, would be intensified. The spectacle of Booth or Irving or—Bannerman coming on the stage with a pair of boxing-gloves and having a stow with his stepfather, while the ghost acted as referee, would be well worth the price of admission; and if he should have a quarrel with the gravedigger, and put on the gloves with him and knock him into the grave, and Laertes should throw up the sponge, it would bring the house down. The lines could be changed so that Hamlet would pick up the skull of Yorick and say, "Alas, poor Yorick. I knocked him out in three rounds. There is where I fractured his skull and knocked him silly."

SIGNOR UMBERTO CRISPINO, well known in connection with both Mapleson's and Stratococh's American Italian Opera Companies, has arrived in the colony and proposes to give a grand vocal and instrumental concert in the St. Andrew's Hall, City Hall, during the course of next week. Signor Crispino has been on a rather lengthy tour in various parts of the world, and has performed with most distinguished success before audiences of almost every nationality. As a skilled musician this gentleman holds a high place in the artistic world. His performances having won high favor from the musical critics of London, Paris, Naples, New York and other great cities. Signor Crispino has achieved wonderful success on a new musical instrument, which is styled the xylophone, and which should prove a great attraction to our music-loving community. Announcements of the proposed concert, giving full details, will shortly be published.

We would remind our readers that the annual meeting of subscribers to the Hongkong Race Fund will be held in the Hongkong Club at 4.30 this afternoon.

THE new Russian frigate *Dimitri Donskoj*, of 1,869 tons, and armoured with Messrs. Brown & Co.'s 4½-inch and 6-inch plates, which was lately launched from the new Admiralty yard on the Neva, has 360ft. 6in. of full length, 26ft. 8in. long at the water-line, 52ft. wide, and 25ft. deep at the stern, with a displacement of 5,800 tons, and will carry two 8-inch and 14 6-inch guns, besides other artillery of small calibre, and apparatus for discharging Whitehead torpedoes. The launch was witnessed by the Grand Duke Alexis, the Minister of Marine, the French and Turkish Ambassadors, and large crowds of spectators collected on both sides of the river.

PIERRE JEAN, an old soldier, believed to be oldest living member of the Legion of Honour, has lately died in Paris at the ripe age of ninety-four. Born in the year of the great revolution he served under Napoleon in the Austrian campaign of 1809, survived the terrible march from Moscow in 1812, and was taken prisoner at 1813 before Dresden. It was on the 17th of March, 1815, during the "hundred days" of Napoleon's rule, after the return from Elba, that he received the coveted decoration. At the battle of Waterloo he was sergeant-major in the 35th Regiment of the line. Pierre Jean, whose destiny it was after all to die peacefully in the truce-bed of an inmate of the Invalides, twice received wounds, one at Konigstein, in 1813, the other at Namur, during the retreat after Waterloo, both wounds being by a curious chance in the right leg.

The Spanish revolution has, remarks a San Francisco contemporary, become a much-mixed affair. It is next to impossible to tell who is who and what is what. The King appears to be a puppet in the hands of his Ministers—one day a "Conservative," the next a "Liberal." The leading Ministers are scheming against each other. The Cabinet cannot agree on a policy. The War Minister has managed to disorganize the army. The army is in revolt. The civil authorities lay all blame on the military and the military insist in keeping the capital in a state of siege, admitting that the trouble is more in the demoralization of the army than in the people at large. Marshal Serrano asserts that it is Liberalism "moving in defence of the monarchy against democracy," and that the King must choose between liberalism and revolution." Military movements" are mentioned at Madrid in the same sentence with "royalist counter-movements," the people looking on in silence and stolidity. Meanwhile the republic and Constitution of 1869 are proclaimed by circulars emanating from secret organisations at Seville, Barcelona and elsewhere, and "the news from Andalusia and the South is very disquieting." French speculators are said to be "corrupting the army" with a fund put as high as \$125,000 at the capital; and though the press is either silent or compelled to say the revolution is at an end, the head of the Cabinet, Sagasta, says it will soon break out again unless the King gives in to the demand for general reform and liberal government. What is demanded seems to be a separation of Church and State, religious liberty, judicial reconstruction, an increase of the powers of municipalities, with an underlying current in favor of the restoration of the republic. The Strafford, the Mephistopheles of the court, is Martinez Campos, Secretary of War, whose ulterior designs have not yet come out, but who is charged with such a disorganization of the army as leaves the monarchy without adequate defence against a popular rising should that occur. If the hands of the Carlists or Montenegrins are in the game they are nowhere visible as yet, though doubtless they are active. Those who so far stand to lose are the puppet King and the Established Church; but what the outcome may be no man can tell from present indications. The only things assured are more debt and severer taxes.

SOME amendments have been made in the law of divorce in the State of Maine. For many years past the law stating the grounds of divorce has been that it may be declared "when the Judge deems it reasonable and proper, conducive to domestic harmony, and consistent with the peace and morality of society." Under the loose terms of this enactment, and the liberal interpretation given to it, the action of the Court was invoked so often and so successfully that one divorce, it is stated, was granted for every eight marriages contracted in the State.

The amendments alluded to have restricted in many respects the cause for which a divorce may be granted, and in future all decrees of divorce will in the first instance be decrees nisi, to become absolute after the expiration of six months. It is also enacted that after a divorce the party on whose petition the divorce is granted shall not marry again within two years of the entry of the final decree, except on petition granted by the Court. Again, the person against whom the divorce is granted is not only not allowed to marry for two years after the decree absolute has been made, but is not allowed to marry at all, except on permission granted by the Court.

SAVS the *Sydney Bulletin*—The judgment of the Supreme Court in the recent contempt case sounded like the burial-service read over a corpseless coffin. The beginning and middle of it was more solemn than the sentence of death; the end of it was as summy as a death-warrant read out to a shoulder of mutton. All the while, the Chief Justice shovelled fire into the furnace with one hand, and poured hot water into the boiler with the other. And when he came to pronounce the fine, the bottom of the boiler fell out.

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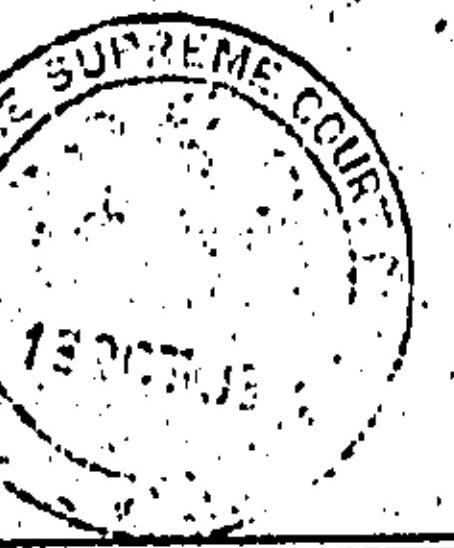
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The Hongkong Telegraph.



SIX DOLLARS
PER QUARTER.

No. 533.

FRIDAY, OCTOBER 12, 1883.

For Sale.

SHOOTING SEASON

1883-1884.

LANE, CRAWFORD & Co.,
HAVE RECEIVED THEIR ASSORTMENT
of

SPORTMEN'S AMMUNITION AND
SUNDRIES,

comprising—

SPORTING GUNS, in newest styles, in Cases
Fitted.

ELEY'S NEW METAL LINED and other
CARTRIDGE CASES.

WHITE, GREY, and GREASE PROOF
WADS.

CYLINDRICAL WIRE CARTRIDGE
CASES.

CHILLED and ORDINARY SHOT.
PIGOU and WILKS' "ALLIANCE" GUN-
POWER.

Re-capping, Loading, Ramming and Turnover
MACHINES.

CARTRIDGE BAGS and BELTS.

GAME BAGS.

SHOOTING BOOTS.

POWDER and SHOT MEASURES and
FLASKS.

DOG WHISTLES and WHIPS.

REVOLVERS, by best English and American
Makers.

TINNED PROVISIONS for SHOOTING
TRIPS.

LANE, CRAWFORD & Co.,
Hongkong, 17th September, 1883. [140]

To be Let.

TO LET

"STOCKWELL COTTAGE" near to the
Kowloon Club, British Kowloon, con-
taining Four Rooms and Large Centre Room,
Servants' Rooms and Outhouses, Gardens and
Tennis Lawn, &c. Within Three Minutes Walk
of the Pier.

For Particulars, apply to
STEPHENS & HOLMES,
Solicitors.

Hongkong, 22nd September, 1883. [713]

TO LET

THE PREMISES now occupied by us
No. 11, Queen's Road Central.
For further Particulars, apply to Messrs.
RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [607]

TO LET

N. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAM-
SHIP COMPANY.

"BISNIE VILLA" Pokfoklum, Furnished.

Apply to
DAVID SASOON, SONS & Co.

Hongkong, 31st August, 1883. [717]

Intimations.

SPECIAL NOTICE

A CIRCULAR HAS BEEN ISSUED
FROM
8, BEACONSFIELD ARCADE

BY

M. R. A. HAHN,
in which that person states he has decided
to form what he calls a

"CLUB FOR CAPTAINS,"

in order to supply a want, which, he says, exists
for such an institution, to provide Captains
of vessels visiting this harbour with

accommodation for obtaining
MEALS AND OTHER REFRESHMENTS
AT ALL HOURS.

This circular states that the Captains of
vessels coming to Hongkong are badly catered
for by the few so-called Hotels, and in so doing
grossly libel the Hotel and Innkeepers of the
Colony.

Mr. HAHN intends to provide a place where
Meals can be had at all hours, and where
Captains can meet and discuss any matters of
importance in connection with seafaring interests.
Each Room will be Elegantly and Comfortably
FURNISHED, and a BILLIARD TABLE and
a PIANO will be provided in each room. There
will also be MUSICAL EVENINGS and
DANCING during the winter.

On behalf of the HOTEL and INNKEEPERS
of Hongkong I protest against Mr. HAHN,
who carries on Business as a Piano tuner and repairer,
or any other person, being permitted to infringe
on our rights by establishing what is simply

AN UNLICENSED PUBLIC HOUSE. We
pay the Government a sum of \$300 per annum
for a spirit license, and \$50 per annum for each
billiard table and have, besides, to close our
places at certain hours. Mr. HAHN proposes to
SELL SPIRITS and other LIQUORS, to

run THREE BILLIARD TABLES and to
KEEP OPEN AT ALL HOURS without
paying any license whatever.

How can such a Club as this be legally
established for persons who are non-resident in
the Colony? Mr. HAHN refers to the Engineers
Institute, but that association, which is con-
ducted by resident Engineers, does not Sell
Spirits, does not run Billiard Tables, nor does it
Keep Open House for the supply of Refresh-
ments at all hours, or give Musical and Dancing
evenings.

It is the duty of the authorities to protect the
interests of the Hotel and Innkeepers, and to
see that the laws are not violated by the
establishment of UNLICENSED PUBLIC
HOUSES of the class of this proposed "Cap-
tain Club." We do not object to legitimate
Clubs, but Mr. HAHN's proposed enterprise is not
a Club in any sense of the term.

This is not the first attempt that this person
has made to run a business of this kind without
paying a license. Not so long ago he gave
Italian Night Entertainments at Kowloon which
became a regular haunt of the gay women of
the Colony, but as a license to sell drink was
refused, both the Italian Entertainments and

Mr. HAHN soon came to grief. He afterwards
had a so-called Club, where Masquerade dances
were a special attraction, but this also fell
through. And now comes this "Captain's Club"
for non-residents.

It is for the authorities to investigate this
matter and to put a stop to any attempt to
evade the law.

A HONGKONG INNKEEPER.

Hongkong, 29th September, 1883. [729]

R. OYAL YORK HOTEL,
OLD STEVENE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated,
with Suitable Rooms and ample accom-
modation for travellers, especially those coming
from Eastern Climates. FAMILIES and GENTL-
MEN will find every comfort they can wish for at
the above establishment.

A. HOADLY,
Proprietor.

"CLARIDGE'S HOTEL"
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable
HOTEL for FAMILIES and GENTLEMEN
going home from the Far East. It is under the
careful Management of Mr. and Mrs.

GEORGE PRAGNELL, who spare no pains in
making their visitors with every possible
comfort.

Just Received EK "GLENELG" AND NOW SHOWING.

FOR SALE

G. H. MUMM & Co.'s CHAMPAGNE.

SHARPS.....\$22 per Case.

PANTS.....\$23 per Case.

Apply to
MELCHERS & Co.

Hongkong, 2nd March, 1882. [618]

J. AND R. TENNENTS' ALE AND
PORTER.

DAVID CORSAR & SONS'

MANUFACTURERS OF

NAVY BOILED CANVAS.

LONG FLAX CROWN.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1883. [710]

NOTICE

THE INTEREST and RESPONSIBILITY of

Mr. G. A. GROSSMANN in Our Firm

CREATED on the 1st August, 1883.

GROSSMANN & Co.

Hongkong, 1st September, 1883. [710]

NOTICE

FROM this date Messrs. RUSSELL & Co.

will conduct our business at this Port, and
all Communications should be addressed to them.

Messrs. RUSSELL & Co. will also act as Agents

at this Port for our late Steamer.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [706]

Intimations.

NEW GOODS

FOR THE AUTUMN SEASON.

ROSE & CO.

HAVE JUST RECEIVED A LARGE AND CHOICE VARIETY

OF

LADIES' AND CHILDREN'S

FELT AND BEAVER HATS

IN
THE LATEST STYLES AND NEWEST COLORS.

ALSO

FLOWERS, FEATHERS, KID GLOVES,

AND

LADIES' AND CHILDREN'S

BOOTS AND SHOES.

CHILDREN'S SHOES.....FROM \$0.85 PER PAIR.

LADIES' " 1.00 "

ROSE & Co.

31 AND 33, QUEEN'S ROAD.

Hongkong, 25th September, 1883. [716]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN

FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for San Francisco, via Yok-
ohama, with option of calling at Honolulu, TO-
MORROW, the 13th October, at THREE P.M.,
taking Passengers and Freight for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, and Atlantic and Inland
Cities of the United States via Overland Rail-
ways, to Havana, Trinidad, and Demerara, and
to ports in Mexico, Central and South America,
by the Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

RETURN PASSAGES.—Passengers, who
have paid full fare, re-embarking at San Fran-
cisco for China or Japan (or vice versa) within
six months, will be allowed a discount of 20 per
cent. from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be
made from Return Fare. Pre-Paid Return
Passage Orders, available for one year, will be
issued at a Discount of 25 per cent. from Return
Fare. These allowances do not apply to through
fares from China and Japan to Europe.

Freight will be received on board until 4 P.M.
on the 12th October. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full; value of same is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's Offices
in Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

F. E. FOSTER,

Agent.

Hongkong, 8th October, 1883. [716]

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"JORGE JUAN,"

Captain Thebaud, will be despatched for the
above Port, on MONDAY, the 15th instant, at
Five P.M.

For Freight or Passage, apply to

RUSSELL & Co.,

General Managers.

Hongkong, 10th October, 1883. [763]

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Steamship

"JAPAN,"

Captain T. S. Gardner, will be despatched for
the above Ports, on TUESDAY, the 16th inst., at
THREE P.M.

For Freight or Passage, apply to

DAVID SASOON, SONS & Co.,

Agents.

Commercial.

THIS DAY.

Noon.
Banks are slightly weaker this morning and have changed hands at 190 premium, a point less than yesterday's quotation, but buyers rule the market at the rate. Union Insurances have been done at 620 per share and are still in request at that figure. China Sugars have dropped to 140 and are out of favor; there are also sellers at 143 for the end of February. Nothing in other stocks came under our notice.
4 o'clock p.m.

Since noon Banks have been done at 195 premium for the end of November, and Docks at 84 for the end of the present month. The latter stock is now in request at 58 for cash. Other stocks remain as per annexed list.

SHARES.

Hongkong and Shanghai Bank—New Issue
190 per cent. premium, sales and buyers.
Union Insurance Society of Canton—\$630 per share, sales and buyers.
China Traders' Insurance Company—\$73 per share, buyers.

North China Insurance—Tls. 1,400 per share.
Canton Insurance Company, Limited—\$105 per share, buyers.

Yangtze Insurance Association—Tls. 1,020 per share, sellers.

Chinese Insurance Company—\$215 per share, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$352 per share, buyers.

China Fire Insurance Company—\$365 per share.

Hongkong and Whampoa Dock Company—58 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium, buyers.

China and Manila Steam Ship Company—18 per share.

Hongkong Gas Company—\$80 per share.

Hongkong Hotel Company—\$150 per share, buyers.

Indo-China Steam Navigation Company, Limited—25 per cent. dis., sellers.

China Sugar Refining Company, Limited—\$140 per share, sellers.

China Sugar Refining Company (Debentures)—2 per cent. premium.

Luzon Sugar Refining Company, Limited—\$77 per share, sellers.

Hongkong Ice Company—\$155 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share, buyers.

Chinese Imperial Loan of 1878—16 per cent. prem. ex. int.

Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

IN LONDON—Bank, T. T. 3/71
Bank Bills, on demand 3/81
Bank Bills, at 30 days' sight 3/81
Bank Bills, at 4 months' sight 3/81
Credits, at 4 months' sight 3/81
Documentary Bills, at 4 months' sight 3/81 [G/39]

ON PARIS—Bank, T. T. 4/70
Bank Bills, on demand 4/80
Credits, at 4 months' sight 4/80

ON BOMBAY—Bank, T. T. 2/23

ON CALCUTTA—Bank, T. T. 2/23

ON SHANGHAI—
Bank, sight 7/24
Private, 30 days' sight 7/31

OPIUM MARKET.—THIS DAY.

A MAIL WILL CLOSE
For Hoilow and Haiphong.—Per Saltee, tomorrow, the 13th instant, at 5 P.M.
For Swatow, Singapore, and Bangkok.—Per Taihau, to-morrow, the 13th instant, at 5 P.M.
For Straits and Bombay.—Per Geling, on Monday, the 15th instant, at 3:30 P.M.
For Manila.—Per Jorge Juan, on Monday, the 15th instant, at 4:30 P.M.
For Straits and Calcutta.—Per Lennox and Japan, on Tuesday, the 16th instant, at 2:30 P.M.
For Swatow, Amoy, & Foothow.—Per Kwang-tung, on Tuesday, the 16th instant, at 5 P.M.
For Nagasaki, Hiogo, and Yokohama.—Per Zambesi, on Wednesday, the 17th instant, at 11:30 A.M.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c.—Per Naples, on Thursday, the 18th instant, at 3:30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the Hongkong Directory and Hongkong List for the Far East for 1883, which supersedes all previous editions.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet "CITY OF PEKING," will be despatched TO-MORROW, the 13th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows—

At 2:15 P.M. Postage ceases.

At 2:30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with One Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.
The British Contract Packet "DECCAN," will be despatched on TUESDAY, the 16th instant, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi, to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE FRENCH PACKET.
The French Contract Packet "AMAZONE," will be despatched on TUESDAY, the 23rd instant, with Mails for the United Kingdom, Europe and places beyond, via Naples, to Sardinia, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet "DECCAN," will be despatched on TUESDAY, the 16th instant, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi, to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURLY CLOSING OF THE CONTRACT MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet—

DAY OF DEPARTURE.

NOON.—Money Order Office closes.

2:00 P.M.—Registry of Letters ceases. Posting of all printed matter and patentee ceases.

3:00 P.M.—Mails closed, except for Late Letters.

3:10 P.M.—Letters may be posted with one fee of 10 cents until

4:00 P.M.—Letters may be posted on board the packet with one fee of 10 cents until time of departure.

REMARKS.—Level of the sea in inches, feet and fathoms.—Thermometer in Fahrenheit degrees and tenths kept in the open air in a shaded situation.—Direction of Wind is registered every two points N., N.N.E., N.E., etc.—Force of Wind, 0 calms, 1 to 2 light breeze, 3 to 5 moderate, 6 to 7 fresh, 8 to 9 strong, 10 to 11 very strong, 12 violent.—State of Weather, 0, Clear blue, 1, Light, 2, Partly cloudy, 3, Partly cloudy, 4, Cloudy, 5, Rainy, 6, Very rainy, 7, Thunder, 8, Hail, 9, Light snow, 10, Heavy snow, 11, Gale, 12, Storm, 13, Calm. The numbers are repeated to indicate any increase over the average of their signification.—Rain.—The hours of rain for the previous 24 hours (none) are registered from 2 to 12 hours, the quantity of water taken indicated in inches, feet and hundreds.

Shipping.

SAILOR'S.

PATROCLUS, British steamer, 1,658, R. J. Brown, 12th October.—Shanghai 6th October, and Foochow, General.—Butterfield & Swire.
LUTIN, French gunboat, 4 guns, Commander Rouvier, 12th October, from Canton.
LEE-YUEN, Chinese steamer, 734, P. Barfoot, 12th October.—Newchwang, and Chefoo 6th October, Beans and General.—C. M. S. N. Co.
ZAMBESI, British steamer, 1,540, L. H. Moutte, 12th October.—Yokohama 3rd Oct., Mails and General.—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.
Tetuan, British str., for Singapore.
Hwai-yuen, Chinese steamer, for Shanghai.
Kumamoto Maru, Japanese str., for Nagasaki.

DEPARTURES.

October 12, Hainan, British steamer, for Hoilow and Haiphong.
October 12, Dou Juan, British str., for Amoy and Manila.
October 12, Namou, British steamer, for Swatow, &c.
October 12, C. T. Hook, British steamer, for Saigon.
October 12, Rohilla, British str., for Shanghai.
October 12, Hwai-yuen, Chinese steamer, for Shanghai.
October 12, Kumamoto Maru, Japanese str., for Nagasaki, &c.

PASSENGERS ARRIVED.

Per Patroclus, str., from Shanghai, &c.—55 Chinese.
Per Lee-yuen, str., from Newchwang, &c.—5 Chinese.

Per Zambesi, str., from Yokohama.—25 Europeans, cabin, and 7 Chinese.

DEPARTED.

Per Hwai-yuen, str., for Shanghai.—5 Europeans and 100 Chinese.

NEWCHWANG SHIPPING.

September—ARRIVALS.

2, Rachel, British bark, from Amoy.

2, Tekli, British bark, from Hongkong.

2, F. Balaugh, Ger. 3-m. sch., from Amoy.

2, Alwine, German steamer, from Tientsin.

3, Chintung, Chinese steamer, from Chefoo.

4, Wm. Manson, British bark, from Hongkong.

5, Mei-foo, Chinese steamer, from Chefoo.

8, Tamsui, British steamer, from Shanghai.

11, Livingstone, British bark, from Chefoo.

11, Chateaubriand, British bark, from Amoy.

11, Friedrich, German schooner, from Amoy.

15, Bothwell Castle, British bark, from Hongkong.

15, Hermine, German bark, from Taiwanfoo.

17, Lustania, German str., from Shanghai.

20, Annie, German bark, from Swatow.

21, Printemps, French bark, from Tientsin.

21, Gresine Brone, Ger. bark, from Shanghai.

September—DEPARTURES.

3, Therese, German bark, for Amoy.

4, Alwine, German steamer, for Hongkong.

5, Hilda Maria, German bark, for Amoy.

7, Meridian, Siamese bark, for Amoy.

7, Tekli, British bark, for Hongkong.

7, Faugh Balaugh, German sch., for Amoy.

8, Magenta, British schooner, for Amoy.

8, Chintung, Chinese steamer, for Chefoo.

8, Occident, British bark, for Foothow.

11, Roderick Hay, British bark, for Amoy.

11, Rachel, British bark, for Amoy.

11, Milton, Norwegian bark, for Amoy.

12, Swatow, British steamer, for Chefoo.

12, Mei-foo, Chinese steamer, for Chefoo.

13, Tamsui, British steamer, for Chefoo.

15, Wm. Manson, British bark, for Hongkong.

15, Friedrich, German schooner, for Amoy.

19, Livingstone, British bark, for Hongkong.

19, Chateaubriand, British bark, for Amoy.

20, Lustania, German steamer, for Chefoo.

21, Gresine Brone, Ger. bark, from Shanghai.

21, Printemps, French bark, from Tientsin.

21, Gresine Brone, Ger. bark, from Shanghai.

21, Gresine Brone, Ger

PROPOSED BRISTOL CHANNEL OBSERVATORY.

It is proposed to establish a permanent meteorological observatory for the Bristol Channel. Mr. E. J. Lowe, F.R.S., who, for the last 40 years, has carried on a regular series of meteorological observations, at Highfield, near Nottingham, has recently purchased the Shirenewton estate, near Cleopatra; and being convinced of the real importance of establishing an observatory which may be carried on through future years without interruption, he has generously offered to present the whole of his valuable collection of meteorological instruments, together with his books and papers, towards the establishment of such a permanent observatory, for which he also offers to give the site, together with such stone and lime as may be required for the erection of the necessary buildings, provided a sufficient sum can be raised in the district to build the same, and to provide a small endowment, towards the maintenance of a limited staff of assistants, who would, in the first instance, be under his gratuitous guidance and supervision. Previous to making this offer publicly known, Mr. Lowe conferred with the Meteorological Department of the Treasury, by whom Mr. Scott, F.R.S. (the Director of the Department), was sent down, and his report was in every way most favourable, both as to the great utility and importance of the scheme, and also as to the admirable site which Mr. Lowe proposed to offer. In the present transition state of the study of meteorology towards an exact science, it is all important to establish some one or more permanent observatories where the barometrical and other waves may be carefully watched, especially the Atlantic waves, when they first reach the shore, and before they become more or less disguised by moving across Great Britain; for it becomes a question of importance how far the various conditions of such atmospheric waves become changed after passing across the Atlantic, during their transit over an unbroken expanse of water. A more perfect knowledge of the weather on either side of the Atlantic would soon lead to a vast increase in our insight into the effects produced in the waves of air moving from the Equator towards the Pole, or vice versa. A more exact knowledge of these phenomena must be of infinite benefit to mankind in general, and to those engaged in maritime service, in particular, by tending greatly to diminish the loss of lives and of ships. The laws of meteorology are far more stable than is generally supposed, and no doubt, owe their origin to cosmical causes outside this world. That the various phenomena are in a cycle, to be repeated again and again, must now be sufficiently obvious. The known fact that solar spots are in cycles, that the Aurora Borealis displays are more frequent at certain periods of the cycles, and that all these phenomena seem to obey the same law, and to be ruled by the magnetic cycle, are facts that must seem to point out that we are approaching that time when the laws of meteorology may be understood, and when we shall encounter no great atmospheric disturbance without a previous knowledge of it. The Governments of America and France have seen the necessity of this, and are devoting large sums of money to attain the object in question. In a country like England, where so much private wealth abounds, almost all important undertakings owe their origin to individual and corporate munificence rather than to the State; and until greater discoveries are made, and their national importance recognized, the Government can hardly be expected to offer it material aid. Besides closely watching and accurately observing the various atmospheric changes that take place from time to time, there requires an almost inconceivable amount of careful uninterrupted work to thoroughly understand the laws of meteorology. England does not at present possess such an observatory, as is proposed to be established, and it would be a great honour to any locality to boast of the first permanent station, the value of which cannot fail to be understood. The time is not far distant when observatories will be recognized to be as essential as our hospitals and other institutions. Meteorology is so intimately connected with health, navigation, and agriculture, that a joint study must prove of mutual benefit. If such an observatory were once established, there could be little doubt of its ultimate success financially. Donations and bequests from scientific persons would follow as a matter of course, and so soon as the general practical utility became recognized, the philanthropists would contribute as fully to the maintenance as to such other institutions which have already been shown to be a benefit to the community at large. The report of Mr. Scott proves that the advantages of such an institution would be great, far greater indeed than the exertions required in order to establish it. The establishment of an observatory in this part of Great Britain is most desirable, and urgently needed, while the particular site selected is second to none, having an extended and unbroken prospect scarcely equalled in the United Kingdom. The Bristol Docks Committee and the Bristol Incorporated Chamber of Commerce and Shipping have passed resolutions in favour of the proposal, while the Meteorological Council of Her Majesty's Government have sent the following letters:

"My dear Mr. Lowe.—The Meteorological Council, on receipt of your letter asking for their opinion as to your project of an observatory here, have instructed me to come down and report to you to-day, and I have no hesitation in saying that for the purpose of meteorological observation it offers very great advantages. The exposure to wind is very well in all directions, and if a suitable model were established here, the science would go greatly. If such a station were established here, to have the results with all other climatological stations, and to have the station exposed to the sea."

"Yours very truly,

"R. SCOTT, Secy. Meteorological Council."

"Metropolitan Office, July 4, 1883."

"Very truly yours,

"H. J. LOWE, Esq., F.R.S."

"Letters approving the establishment of the observatory have also been received from the Duke of Beaufort, the Earl of Derby, Sir G. B. Airy, F.R.S. (late Astronomer Royal); Sir Joseph Hooker, F.R.S. Director of the Royal Gardens; Kew; Mr. Christopher Thomas, Professor Thompson; Dr. Butler; Mr. Henry Taylor (ex-Mayor of Bristol); Mr. Edward Aitken; Mr. W. F. Denning, F.R.A.S.; Mr. Thomas Howard, engineer of the Bristol Docks; and others. —Times."

MAILS EXPECTED.

THE AMERICAN MAIL.—The O. & O. S. Co.'s steamer *Arabic*, with the next American mail, left Yokohama on the 9th instant, for this port, and is due here on the 15th.

THE INDIAN MAIL.—The direct steamers, with the next Indian mail, left Calcutta on the morning of the 7th instant, and may be expected here on the 12th.

YOKOHAMA.

The *Yomi Shimpō* reports that the *Yechigo* and two other war-vessels have been ordered to Korea.

A rumour has it that His Excellency Inouye, Privy Councillor, will be appointed Envoy Extraordinary and Minister Plenipotentiary to America.

Chinese troops are still stationed near Seoul, and are said to be in better order than before with the Korean populace.

Baron R. R. Rosen, at present occupying the post of His Imperial Russian Majesty's Charge d'Affairs, in Tokyo, has been gazetted Consul-General at Phillipsburg.

According to the *Choya Shimbun* the corpses of more than one thousand criminals, sentenced to death between 1869 and 1882, were handed over to medical schools for dissection.

Memorials are said to have been addressed by the Japanese merchants of Yokohama praying for some Government measures that will steady the exchange of silver and kinshata.

It is reported in the *Mainichi Shinbun* that the draft of the Commercial Code is completed but that the law will not come into operation before the commencement of 1885.

Three trading companies are reported to have been organized in Korea by members of the Government and distinguished citizens of high rank.

According to vernacular papers the police of Osaka are vigilant in their efforts to bring to justice Chinese, there resident, who are thought to be in the habit of kidnapping Japanese girls for sale in other countries.

The *Vigilant*, paddle despatch-boat, Lieut.-Commander Maxwell, arrived here yesterday, the 1st inst., from Kobe, and the *Sappho* 12, screw corvette, Captain Fullerton, arrived this morning, from Hakodate, and at eight o'clock saluted the port and the American flagship, which salutes were duly acknowledged from the Kamagawa Fort and the *Richmond*.

We understand that His Excellency Sir Harry Parkes proposes to visit Korea for the purpose of concluding a treaty with that country. H.M.S. *Sappho*, which arrived in port yesterday (Oct. 2nd), will proceed at once to Kobe to pick up Mr. W. G. Aston, and thence to Shanghai, where Sir Harry will embark.—*Japan Mail*.

THE FRENCH AND BRITISH FLEETS IN THE FAR EAST.

The French naval division at present in Chinese waters consists of the ironclad *Victorieuse*, 6-in. armour, carrying four 7-ton guns and four 5-ton guns; her horse-power is 3,665, her tonnage 3,445; her complement consists of 373 men. She is supported by *Villars*, cruiser, 620 horse-power, fifteen 5-ton-guns, 264 men; *Kersaint*, cruiser, 230 horse-power, six 5-ton guns, 157 men; *Volta*, cruiser, 250 horse-power, six 5-ton guns, 157 men; *Hamelin*, cruiser, 250 horse-power, six 5-ton guns, 157 men; *Parcival*, despatch-boat, 165 horse-power, four 5-ton guns, 116 men; *Lutin*, gunboat, 100 horse-power, four 5-ton guns, 77 men; *Dras*, despatch-boat, 175 horse-power, four 5-ton guns, 107 men.

The Tonquin naval division comprises three ironclads—*Bayard*, 6-in. armour, four 12-ton guns, 1,987 horse-power, 3,445 tons; *Alatlante*, 6-in. armour, six 7-ton guns, six 5-ton guns, 1,897 horse-power, 3,445 tons; *Trionfante*, 6-in. armour, four 7-ton guns, four 5-ton guns, 3,063 horse-power, 3,445 tons. These ironclads are supported by two cruisers, the *Tourville* and *Chateaubriand*, and two transports, the *Anamite* and *Mytho*, each carrying two guns, with a complement of 312 men.

In addition to the Tonquin naval division there is a flotilla in Tonquin composed of four despatch boats, five gunboats, and four sloops.

The despatch boats are—*Pivier*, despatch boat, 100 horse-power, 5 guns, 40 men; *Alouette*, despatch boat, 100 horse-power, 5 guns, 40 men; *Eclair*, despatch boat, screw, 26 tons; *Trombe*, despatch boat, screw, 75 horse-power, 2 guns, 30 men.

The gunboats—*Lynx*, gunboat, 100 horse-power, 4 guns, 77 men; *Vipere*, gunboat, 100 horse-power, 4 guns, 77 men; *Fauve*, gunboat, 60 horse-power, 2 guns, 62 men; *Léopard*, gunboat, 65 horse-power, 2 guns, 62 men; *Surprise*, gunboat, 50 horse-power, 2 guns, 62 men. The sloops—*Carabine*, 12 horse-power, 1 gun, 26 men; *Masseue*, 12 horse-power, 2 guns, 26 men; *Yatagan*, 12 horse-power, 2 guns, 26 men; *Hache*, 12 horse-power, 2 guns, 26 men.

In addition to these there are two torpedo-launches, from 80 to 100 horse-power, carrying eight to ten men each. The total force, including some small vessels at Saigon, was said to consist at the time of Rivière's death of thirty vessels, carrying 111 guns, manned by 3,120 men. Since then one ironclad, one gunboat, four gun-sloops, two torpedo boats, and four steam sloops, were sent out to reinforce the French naval division in Tonquin.

The British squadron consists of—*Audacious* (Vice-Admiral G. Wilkes), double screw iron ship armour plated, 14 guns, 6,010 tons, 4,830 horse-power; *Cleopatra* (Captain H. N. Hippesley), screw corvette, steel and iron cased with wood, 14 guns, 3,380 tons, 2,610 horse-power; *Pegasus* (Commander E. F. Day), screw composite iron, 6 guns, 1,130 tons, 970 horse-power; *Albatross* (Commander Hicks), composite steam screw, 4 guns, 940 tons, 840 horse-power; *Vigilant* (Commander Maxwell), despatch vessel, 2 guns, 1,000 tons, 1,250 horse-power; *Curaçao* (Captain Anstruther), screw corvette, steel and iron cased with wood, 14 guns, 2,380 tons, 1,540 horse-power; *Leviathan* (Commander J. G. Jones), double screw composite gun-vessel, 5 guns, 767 tons, 1,050 horse power; *Daring* (Commander Elliott), composite screw, 4 guns, 940 tons, 920 horse-power; *Kestrel* (Commander Holtham), double screw composite gun-vessel, 4 guns, 610 tons, 820 horse-power; *Swift* (Commander V. A. Fischi), double screw gun-vessel, 6 guns, 765 tons, 1,010 horse-power; *Esopus* (Commander Gamble), composite screw gunboat, 4 guns, 465 tons, 475 horse-power; *Terhound* (Commander J. M. McQuhae), screw composite gun-boat, 4 guns, 455 tons, 475 horse-power; *Champion* (Captain Collins), screw corvette, steel and iron cased with wood, 14 guns, 2,380 tons, 2,340 horse-power; *Cockchafer* (Commander Wood), screw composite gunboat, 4 guns, 450 tons, 470 horse-power; *Flying Fish* (Commander Hoyle), screw composite shooner, 4 guns, 440 tons, 470 horse-power; *Fife* (Commander J. Hope), double screw composite gun-boat, 4 guns, 603 tons, 480 horse-power; *Zephyr* (Commander Pollard), screw composite gun-vessel, 4 guns, 438 tons, 350 horse-power.

There are also in reserve at Hongkong the *Ex*, double screw gun-boat, 3 guns, 1,844 tons, 200 horse-power; *Midas*, double screw gun-boat, 4 guns, 603 tons, 470 horse-power; *Tewd*, double screw gun-boat, 3 guns, 363 tons, 340 horse-power; *Waverley*, screw iron-turret ship, armour-plated, 4 guns, 2,750 tons, 1,450 horse-power; and the *Victor Emmanuel* (Commander Cumming), screw iron-turret ship, 2 guns, 5,157 tons.

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Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRY MEN,
PERFUMERS,
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OF
MANILA CIGARS,
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MANUFACTURERS

AERATED WATER.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.HE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW. [3]

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 12, 1883.

We are indebted to our plain spoken and independent contemporary the *Sydney Bulletin* for the subjoined article, which is one of the keenest satires on the abuse of power and the reign of humbug and cant we have seen for many a long day. Its perusal will do several of our local Pharisees—who are bound up within the narrow confines of their own self-conceit—a world of good. The "able men" at present administering the government of Hongkong can also obtain a few wrinkles which, in view of the coming by and bye, may be well to take advantage of.

There are Chinese in Victoria observes our contemporary. They live as Chinamen only can live—raising cabbages, gathering rags, peddling nick-nacks, flossicking deserted diggings, swearing to lies, and cheating one another. Some of the more ambitious put on an occasional spurt, and "scoop" a hen-roost or a clothes-line. Of late, the advanced ones have raised themselves and their nation in public estimation by turning insolvent, with large liabilities and no assets. In one instance, indeed—but this happened in New Zealand—a representative of the almond-eyed cleared at a bound the barrier separating occidental from oriental civilization by appearing as co-respondent in a divorce suit. But it is not with Chinese in the aggregate we have now to deal. Our business is with two heathens who, taking a walk south of the Murray, saw a bridge, and dawdled across it into New South Wales. The way was open, and there was nothing to warn them to keep their own side of the stream. They are now employed on a twelve months' job at pebble-fracturing, just to impress upon them that, wherever the Union Jack flies, men are free to come and go. Let us give one more illustration of the superiority of Australian legislation. A Victorian Chinese lost his way in the bush, and crossed the Murray in his endeavours to find it. The inevitable "bob-by"—ever present when a half-drowned Chinaman has to be "run in," ever absent when a larrakin is jumping on his mother—was waiting for him, and, having warned him to "button your undther lip," kept a firm grip of the hungry wretch till the watchhouse was reached, when he was made comfortable for the night with a kick and a curse. He, also, got twelve months for endeavouring to save his life by crawling up the wrong side of the river.

Some years ago, the Chinese authorities concluded that the sale of opium was destroying their people. The drug was imported in immense quantities from India, and severe moralists, dainty ladies, enterprising merchants, and high churchmen were battenning on the cursed trade. Then, the Chinese Government said:—"No more of this; no more of the deadly drug that is emasculating our nation." Foolish Celestials! Will you never understand European progress? Will you never learn that, when the necessity arises for a million to rot in order that a score may revel, why—the million must rot, and there's an end of it. So, great ships and big guns and trained men were sent to bring this obstinate people to reason. Now, a mud-hovel swarming with inmates always gets the worst of it, whom opposed to an eighty-four-pound shot. When a few thousand Orientals had been knocked out of shape, the ports were opened, high English officials were carried in state to interview the Emperor. They told him how the hearts of the British Sovereign and people were sound, and how repugnant to them was war. Then, the people at home drank to the health of their brave soldiers

and seamen, ship-loads of missionaries were sent to China, Europeans were permitted to land unmolested, and—the opium trade was renewed. Rule Britannia! We are ruled by the Bible, and the Bible is, as everybody knows, the secret of England's greatness.

TELEGRAMS.

LONDON, October 11th.
FRANCE AND SPAIN.

The French Government having declined to make any further reparation the Spanish Ministry failing to agree upon its future action has rejected.

LOCAL AND GENERAL.

THE French gunboat *Lutin* arrived from Canton this morning.

POUSHKIN, the Russian poet, says St. Petersburg is unsuited for lovers; the nights being too cold in winter and too clear in summer.

LORD DUFFERIN predicts that before the close of the twentieth century the Dominion of Canada will have a population of 40,000,000 souls. If the United States would increase its population in an equal ratio, it would have 50,000,000 by the end of the twentieth century.

One of those libelling American exchanges contains the following: "The Mexican dollar is worth only ninety cents in Canada, but our ninety-cent dollar passes at par. Our money is worth more because of the picture of the Philadelphia girl which goes with it to every subscriber."

He'd been waltzing with his host's ugly elder daughter, and was in a corner repairing damages. Here he was espied by his would-be papa-in-law. "She is the flower of my family, sir," said the latter. "So it seems," answered the young man. "Pity she comes off so, ain't it?" he continued, as he essayed another vigorous rub at the white spots on his coat sleeve.

THE impending troubles between France and China—says a contemporary—have brought to light the fact that the Chinese Government is greatly in need of money. "It is stated that the resources of the country have been overtaxed by the Emperor's household expenses." The Emperor must have a large family and set an expensive table, if his household expenses have overtaxed the resources of a nation of 400,000,000 people.

WAS the destruction of the Spanish Armada all in vain? The *Toronto Globe* says: "That respectable quadruped, the British Lion, has already succeeded in working himself into a state of blue funk concerning the attempted perpetration of the Channel tunnel. The news that the Spaniards propose to run a tunnel under the Straits of Gibraltar, and debouch within the precincts of Cadiz—thought impregnable stronghold, will convert the existing state of funk into one of panic."

SAVS the *Sydney Bulletin*:—The Judgment of the Supreme Court in the recent contempt case sounded like the burial-service read over a corpseless coffin. The beginning and middle of it was more solemn than the sentence of death; the end of it was as funny as a death-warrant read out to a shoulder of mutton. All along, the Chief Justice shovelled fire into the furnace with one hand, and poured hot water into the boiler with the other. And when he came to pronounce the fine, the bottom of the boiler fell out.

THE Chinese interpreter at the Police Court fell under Captain Thorne's displeasure during the hearing of a case this morning. His Worship spoke rather sharply to the interpreter for not adhering strictly to the questions he wished to be put to the witness, and, told him that if he did not attend to this and display more intelligence, he would have to get another interpreter, and that he (the interpreter) must not put questions of his own to the witness. The interpreter appeared to be deeply impressed by his Worship's strictures, and will, no doubt, lay the matter duly to heart.

THE *Sydney Bulletin* says that if some latter-day Shakespeare would rewrite the play of "Hamlet," so that swords could be done away with and the fighting be done with boxing-gloves, the interest in this play, which is gradually wearing off, would be intensified. The spectacle of Booth or Irving or—Bandman coming on the stage with a pair of boxing-gloves and having a scuffle with his stepfather, while the ghost acted as referee, would be well worth the price of admission; and if he should have a quarrel with the gravedigger, and put on the gloves with him, and knock him into the grave, and Laertes should throw up the sponge, it would bring the house down. The lines could be changed so that Hamlet would pick up the skull of Yorick and say, "Alas, poor Yorick. I knocked him out in three rounds. There is where I fractured his skull and knocked him silly."

SIGNOR UMBERTO CRISPINO, well known in connection with Mapleson's and Strakosch's American Italian Opera Companies, has arrived in the colony and proposes to give a grand vocal and instrumental concert in the St. Andrew's Hall, City Hall, during the course of next week. Signor Crispino has been on a rather lengthy tour in various parts of the world, and has performed with most distinguished success before audiences of almost every nationality. As a skilled musician this gentleman holds a high place in the artistic world, his performances having won high favor from the musical critics of London, Paris, Naples, New York and other great cities. Signor Crispino has achieved wonderful success on a new musical instrument which is styled the xylophone, and which should prove a great attraction to our music-loving community. Announcements of the proposed concert, giving full details, will shortly be published.

We would remind our readers that the annual meeting of subscribers to the Hongkong Race Fund will be held in the Hongkong Club at 4.30 this afternoon.

THE new Russian frigate *Dimitri Donskoi*, of 3,780 tons, and armoured with Messrs. Brown & Co.'s 4½-inch and 6-inch plates, which was lately launched from the new Admiralty yard on the Neva, has 300 ft. 6 in. of full length, is 25 ft. 8 in. long at the water-line, 52 ft. wide, and 25 ft. deep at the stern, with a displacement of 5,800 tons, and will carry two 8-inch and 14½-inch guns, besides other artillery of small calibre, and apparatus for discharging Whitehead torpedoes. The launch was witnessed by the Grand Duke Alexius, the Minister of Marine, the French and Turkish Ambassadors, and large crowds of spectators collected on both sides of the river.

THE British Consul at Pernambuco, in his report, writes:—"A strong agitation is now in movement towards the more prompt abolition of slavery in this and the northern provinces, that of Ceará taking the most prominent position. It is, however, expected that the planters and others in this province will offer a strong opposition, appealing to the law of the 28th of September, 1871, promulgated during the Ministry of the late Viscount Rio Branco, and the emancipation fund established by the Imperial Government to protect their interests, declaring that any other action at present will ruin the agricultural interests of the province. So far, however, the abolitionist societies do not appear to have flagged in their endeavours, and the agitation is without doubt on the increase. The number of slaves existing in the province on the 30th of June, 1882, was stated at 85,091, and toward their freedom the sum of 20,000,000 reis, or £20,000, was allotted from the emancipation fund. This is the fourth allotment made from the above fund. It is at the rate of about 2,350 reis per slave."

SOME amendments have been made in the law of divorce in the State of Maine. For many years past the law stating the grounds of divorce has been that it may be declared "when the Judge deems it reasonable and proper, conducive to domestic harmony, and consistent with the peace and morality of society." Under the loose terms of this enactment, and the liberal interpretation given it, the action of the Court was invoked so often and so successfully that, one divorce, it is stated, was granted for every eight marriages contracted in the State. The "amendments—alluded to have—restricted in many respects the cause for which a divorce may be granted, and in future all decrees of divorce will in the first instance be decrees nisi, to become absolute after the expiration of six months. It is also enacted that after a divorce the party on whose petition the divorce is granted shall not marry again within two years of the entry of the final decree, except on petition granted by the Court. Again, the person against whom the divorce is granted is not only not allowed to marry for two years after the decree absolute has been made, but is not allowed to marry at all, except on permission granted by the Court.

WE read in the *Overland Mail* that Russia, through the columns of the *Moscow Gazette*, has taken the opportunity of saying she will have nothing to do with France, and of scorning the idea, lately current, of a Franco-Russian alliance as a counterpoise to the Austro-German alliance. This, in the midst of their complications abroad and their squabbles at home, will not tend to cheer Frenchmen, who have for so long hugged the notion that Russia is their friend. With the *North German Gazette* tendering advice, the *Moscow Gazette* calling their Government shifty and uncertain for a single day, with Prince Bismarck and Count Kalnoky in daily conference at Salzburg; with the pleasant relations existing between Germany and Spain, one would think that our neighbours had enough to deal with at home without seeking further trouble abroad. That they are conscious of the awkwardness of their position we believe, but that is not enough. France at the present moment is like a weak-willed individual, who, instead of grappling with worries, plays the rôle of the aggrieved; the step from the sophistry of martyrdom at the awakening to that of shifty misrepresentation is not unusual; and Mr. Shaw's statement, that something more than illness has caused Admiral Pierre's sudden retirement, throws as much light on the moral phase through which France is passing as does the antedated Treaty of Hué.

A CHINAMAN, with a most repulsive, hang-dog cast of countenance, was brought before Captain Thorne this morning at the Police Courts charged with being found in a hut at Tsim-sha-sui in the small hours of the morning under circumstances of a highly suspicious character. The owner of the hut, who had been buried in profound slumber from 8 o'clock the previous night, was recalled to consciousness about 1 a.m. by a noise in the interior of his domicile. Opening his eyes he observed that his light was extinguished, and in the "dim obscure" saw the prisoner making a cautious retreat to the kitchen. He immediately alarmed his household, ten in number, but neither he nor any of them had the pluck to enter the kitchen and grapple with the intruder. An Indian constable was called, who "went" for the prisoner and found him squatting in the kitchen with a chopper lying by his side. The Sikh promptly collared his quarry and marched him off to the station. The prisoner's defence was of a most feeble character. He said that seeing a constable approaching, and being a stranger, he got so frightened that he removed two planks of the hut, squeezed himself through the aperture thus formed, and with intentions of the doing so redounds greatly to their credit, for the figures we have given are sufficient to prove to the strongest enemy-of-armies that the county does little on its part to make them regard the service as a profession, though members of Parliament have been arguing of late years that the time has arrived for the introduction of important changes in the direction of increased work and less play.

PIERRE JEAN, an old soldier, believed to be oldest living member of the Legion of Honour, has lately died in Paris at the ripe age of ninety-four. Born in the year of the great revolution, he served under Napoleon in the Austrian campaign of 1809, survived the terrible march from Moscow in 1812, and was taken prisoner in 1813 before Dresden. It was on the 17th of March, 1815, during the "hundred days" of Napoleon's rule, after the return from Elba, that he received the coveted decoration. At the battle of Waterloo he was sergeant-major in the 35th Regiment of the line. Pierre Jean, whose destiny it was after all to die peacefully in the trundle-bed of an inmate of the Invalides, twice received wounds, one at Konigstein, in 1813, the other at Namur during the retreat after Waterloo, both wounds being by a curious chance in the right leg.

THE Spanish revolution has, remarks a San Francisco contemporary, become a much-mixed affair. It is next to impossible to tell who is who and what is what. The King appears to be a puppet in the hands of his Ministers—one day a "Conservative," the next a "Liberal." The leading Ministers are scheming against each other. The Cabinet cannot agree on a policy. The War Minister has managed to disorganize the army. The army is in revolt. The civil authorities lay all blame on the military and the military insist in keeping the capital in a state of siege, admitting that the trouble is more in the demoralization of the army than in the people at large. Marshal Serrano asserts that it is Liberalism "moving in defence of the monarchy against democracy," and that the King must choose between liberalism and revolution. Military movements are mentioned at Madrid in the same sentence with "royalist counter-movements," the people looking on in silence and stolidity. Meanwhile Serrano asserts that it is Liberalism "moving in defence of the monarchy against democracy," and that the King must choose between liberalism and revolution. Military movements are mentioned at Madrid in the same sentence with "royalist counter-movements," the people looking on in silence and stolidity. Meanwhile

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In the hands of Meissner, Thomas, Judge, G. P. Pratt, Mitchell Innes, Clerk of the Court, D. L. Montague, and T. von Pustz, Honorary Secretary. The programme, of which I send you a copy, consisted of 12 events, viz.—100 yards flat race, 50 yards 3-legged race, 100 yards hurdle race, Long jump, Sack race, 150 yards flat race, Straight-tape race, Tug-of-war for sailors, Tug-of-war for Naval officers vs. Canton Club members, and three other events consisting of final heats of the flat races. Mr. D. L. Montague won the hurdle race and Mr. Lee, military chaplain at your port, won the long jump with a leap of 16 feet 8 inches. The steamer being about to leave, I am unable to give a full summary. The weather was all that could be desired; a trifle hot, but considering that the sports did not commence until 3 p.m., the heat only served to warm the contestants up for the later sports during the cool of the evening. As far as I could judge, every one seemed to be thoroughly enjoying himself. The management of the sports was in the hands of Meissner, Thomas, Judge, G. P. Pratt, Mitchell Innes, Clerk of the Court, D. L. Montague, and T. von Pustz, Honorary Secretary.

A most scandalous placard was posted up on the shed of the Custom House at one o'clock today, setting forth that the Chinese intend to kill all foreigners, white, Eurasian, or black, who are in Canton. The placard did not remain up for more than a quarter of an hour before it was discovered and immediately torn down. The miscreant who posted it up has not yet been found out.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

SOME years back, the publisher of the *West Australian Times* (now the *West Australian*) had an information laid against him by the Attorney-General for publishing a letter concerning upon a case sent on for trial. As the matter was a trifling one (merely the committal of a civilian for not assisting a policeman in a *mérite*), and the letter had crept in error, an apology settled it. Chief Justice Bur, however, informed the court that the case was one to be proceeded with before a jury, and the penalty allowable was two years in the local Bastille.

At Cooktown, only one undertaker, Mr. Beasley, tendered for the "coffin" contract for the hospital. Not so long ago, in England, it was noticed as a very curious fact that the longest corpse from a charitable institution nearly always found lying room in a four-foot coffin.

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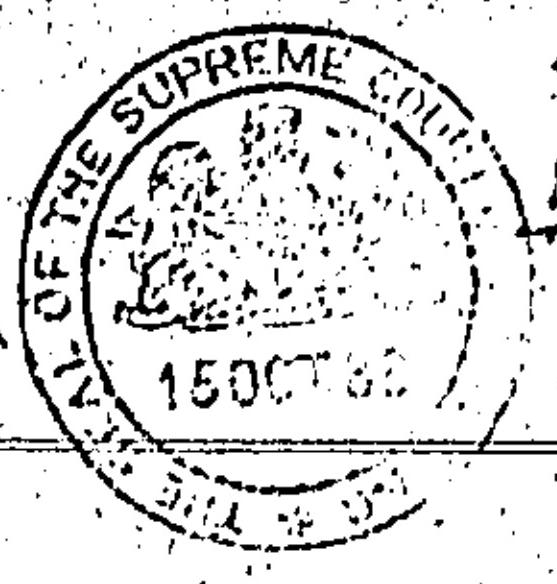
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but I trust you will accord me sufficient space to hear state the views of a considerable number of the public of Hongkong who have expressed their assimilated opinions to me on the broad question of attacking the Government, and with desire to have such opinions generally known. Before going further, it will be necessary to ask the following queries, which I trust you will answer in a foot-note to this letter:—What is the Press of Hongkong? of what does it consist; what are its rights; and how are they defined and governed?

I have for the past ten or more years been resident in the Far East, and have interested myself in the general state of affairs in China, and more particularly in those of Hongkong. I have read both, of your contemporaries during that period, and have perused your own paper since its first issue. However, I shall only deal with the *Telegraph* and its policy in regard to the Government of Hongkong.

From the very outset, from its first issue, the *Telegraph* has undoubtedly been the determined opponent of all actions on the part of the Government of Hongkong which did not seem to be in accordance with what was considered a sound administrative policy, or what seemed at all likely to eventually cast discredit upon the Colony itself. There is not the slightest doubt that the *Telegraph*, as well as any other public newspaper, had and still has the right and is privileged to discuss, and very freely discuss all matters relating to the administration of the government.

In various issues of the *Telegraph* the policy of our local government has been commented upon severely criticised, and even strongly censured. Yet notwithstanding all this, these criticisms and censures have never been rebutted, nor has there ever been anything put forward to show that such were either unjust or, what is more important, unnecessary. There must have undoubtedly been some truth in what the *Telegraph* has so often said in regard to the policy of our Government; otherwise such severe criticisms would never have passed unnoticed or without someone taking up the cudgels on behalf of the Government, if that body were in the right. Even your local contemporaries have maintained a sort of dogged inactivity or apathy in the matter, bordering upon sycophancy. This is not



The Hongkong Telegraph.

No. 533.

FRIDAY, OCTOBER 12, 1883.

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For Sale.

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1883-1884.

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WHITE, GREY, and G R E A S E P R O O F
WADS.
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M A C H I N E S.
C A R T R I D G E B A G S and B E L T S.
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P O W D E R and S H O T M E A S U R E S and
F L A S K S.
D O C W H I S T L E S and W H I P S.
R E V O L V E R S, by best English and American
M a k e r s.
T I N N E D P R O V I S I O N S for S H O O T I N G
T R I P S.

L A N E, C R A W F O R D & Co.
Hongkong, 17th September, 1883. [340]

Insurances.

Y A N G T S Z E I N S U R A N C E
A S S O C I A T I O N.

C A P I T A L (Fully Paid-up) ... Tls. 420,000.00
P E R M A N E N T R E S E R V E ... Tls. 250,000.00
S P E C I A L R E S E R V E F U N D ... Tls. 318,335.36

T O T A L C A P I T A L and
A C C U M U L A T I O N S, 31st
M a r c h, 1883 ... Tls. 968,335.36

D I R E C T O R E S.
F. D. H I T C H, Esq., Chairman.
C. L U C A S, Esq. | W. M. M E Y E R I N K, Esq.
A. J. M. I N V E R T I T Y, Esq. | G. H. W E L L E R, Esq.

H E A D O F F I C E — S H A N G A I .
Messrs. R U S S E L L & Co., Secretaries.

L O N D O N B R A N C H.
Messrs. B A R I N G B R O T H E R S & Co.,
Bankers.

R I C H A R D B L A C K W E L L, Esq., Agent,
68 and 69, Cornhill, E.C.

P O L I C I E S granted on M A R I N E R I S K S to all
parts of the World.

S u b j e c t to a charge of 12 per cent, for Interest
of "Shareholders' Capital, all the Profits of the
I N D E N V R I N G B U S I N E S S are annually di-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premia paid by them.

R U S S E L L & Co.,
Agents.
Hongkong, 25th May, 1883. [353]

G E N E R A L N O T I C E.

T H E O N T A I I N S U R A N C E C O M P A N Y,
(L I M I T E D.)

C A P I T A L T A E L S 600,000, EQUAL \$833,333.33.
R E S E R V E F U N D ... \$70,658.37.

B O A R D OF D I R E C T O R S.
L I E S S O N, Esq. | L I E Y A T L A U, Esq.
L O Y E O K M O O N, Esq. | C H U C H I C N U O, Esq.

M A N A G E R — H O A M E L.

M A R I N E R I S K S on G O O D S, &c., taken at
C U R R E N T R A T E S to all parts of the world.

H E A D O F F I C E, 8 & 9, P R A Y A W E S T,
Hongkong, 1st September, 1883. [360]

T H E Undersigned have been appointed
A G E N T S to the N E W Y O R K B O A R D
of U N D E R W R I T E R S.

A R N H O L D, K A R B E R G & C O.
Hongkong, 15th June, 1883. [370]

R E C O R D of A M E R I C A N and F O R E I G N
S H I P P I N G.

A g e n t s.
A R N H O L D, K A R B E R G & C O.
Hongkong, 15th June, 1883. [370]

N O T I C E.

T H E M A N O N I N S U R A N C E C O M P A N Y,
L I M I T E D.

(C A P I T A L S U B S C R I B E D ... \$1,000,000.)

The above Company is prepared to accept
M A R I N E R I S K S at C U R R E N T R A T E S on G O O D S,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

W O O L I N Y U E N,
Secretary.

H E A D O F F I C E,
No. 2, Q U E E N ' S R O A D E A S T,
Hongkong, 1st February, 1883. [383]

N O T I C E.

M R. R U T T O N J E E D A D A B H O Y T A T A
is authorised to sign our Firm from
this date.

T A T A & Co.
Hongkong, 1st October, 1883. [395]

N O T I C E.

T H E INTERESTED and REPUTEDLY OF
Mr. G. A. GROSSMANN in Our Firm
CHANGED on the 31st August, 1883.

G R O S S M A N N & Co.
Hongkong, 1st September, 1883. [400]

N O T I C E.

F R O M this date Messrs. R U S S E L L & Co.
will conduct our Business at this Port, and
all Communications should be addressed to them.
Messrs. R U S S E L L & Co. will also act as Agents
at this Port for our Line of Steamers.

G E O. R. S T E V E N S & Co.
Hongkong, 1st August, 1883. [400]

To be Let.

TO LET.

"S T O C K W E L L C O T T A G E" near to the
Kowloon Club, British Kowloon, con-
taining Four Rooms and Large Centre Room,
Servants' Rooms and Outhouses, Gardens and
Tennis Lawn, &c. Within Three Minutes Walk
of the Pier.

For Particulars, apply to

STEPHENS & HOLMES,
Solicitors.
Hongkong, 2nd September, 1883. [713]

TO LET.

T H E P R E M I S E S now occupied by us
No. 11, Queen's Road Central.
For further Particulars, apply to Messrs.
R U S S E L L & Co.

G E O. R. S T E V E N S & Co.
Hongkong, 1st August, 1883. [607]

TO LET.

N O. 6, Q U E E N ' S R O A D C E N T R A L,
lately occupied by PACIFIC MAIL STEAM-
SHIP COMPANY.

"BISNEE VILLA" Pokfokolum, Furnished.
Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 31st August, 1883. [713]